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Kim

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(54) **HEAT EXCHANGER FOR VEHICLE**

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See application file for complete search history.

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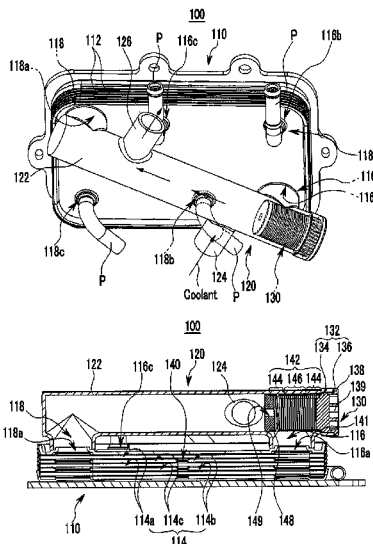
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(57) **ABSTRACT**

A heat exchanger for a vehicle may include a heat radiating portion provided with first, second and third connecting lines and receiving first, second, and third operating fluids respectively and a bifurcating portion connecting one of inflow holes formed to the heat radiating portion for flowing one operating fluid of the first, second, and third operating fluids with one of exhaust holes formed to the heat radiating portion for exhausting the one operating fluid, wherein the bifurcating portion may be mounted at an exterior of the heat radiating portion, and wherein the bifurcating portion bypasses the one operating fluid from the heat radiating portion according to a temperature of the one operating fluid.

19 Claims, 10 Drawing Sheets



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FIG.1

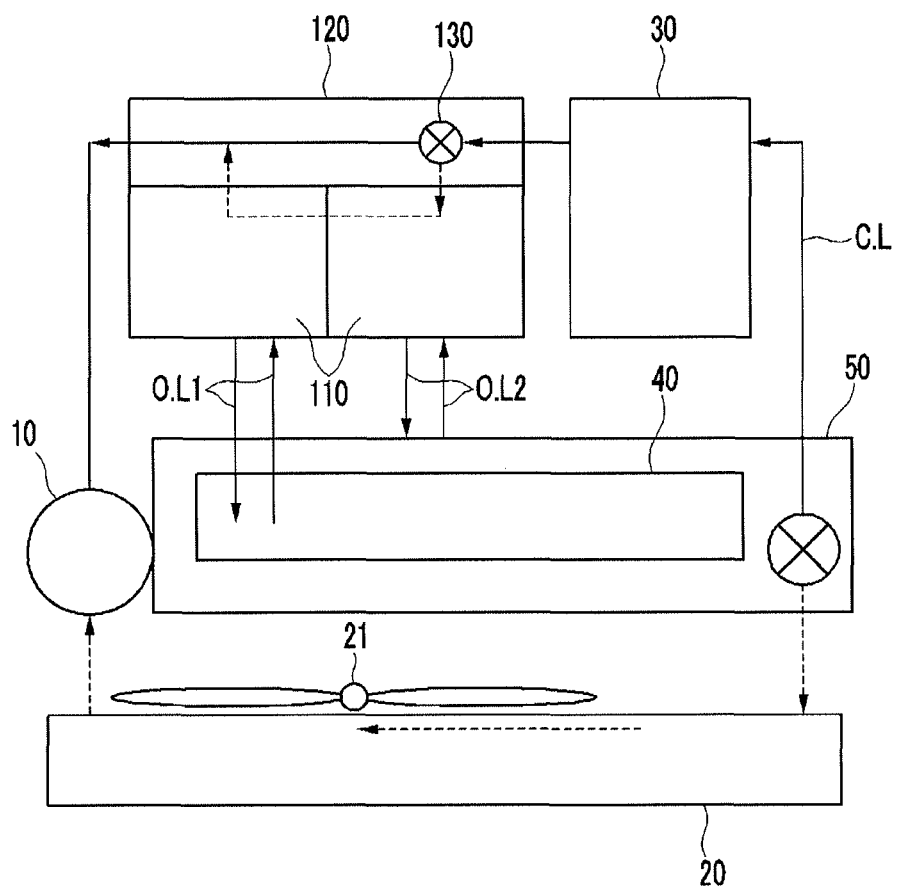


FIG. 2

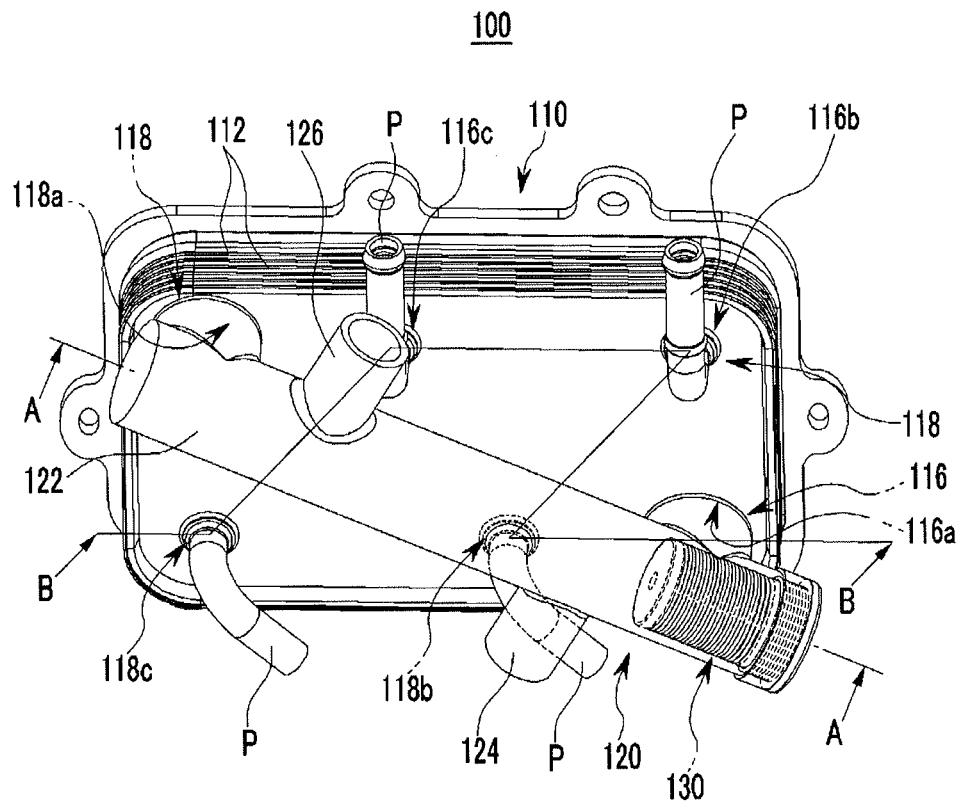


FIG.3

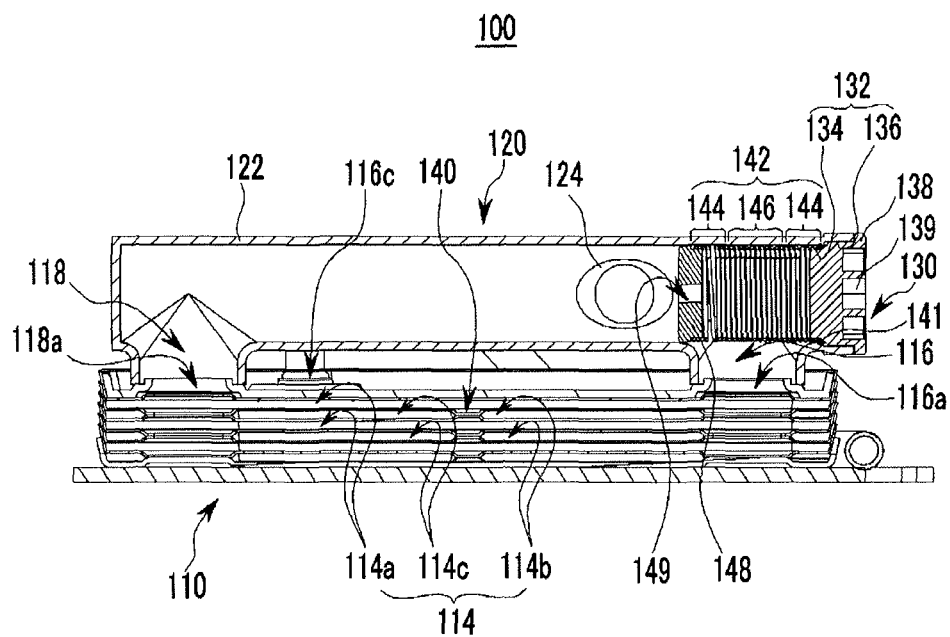


FIG. 4

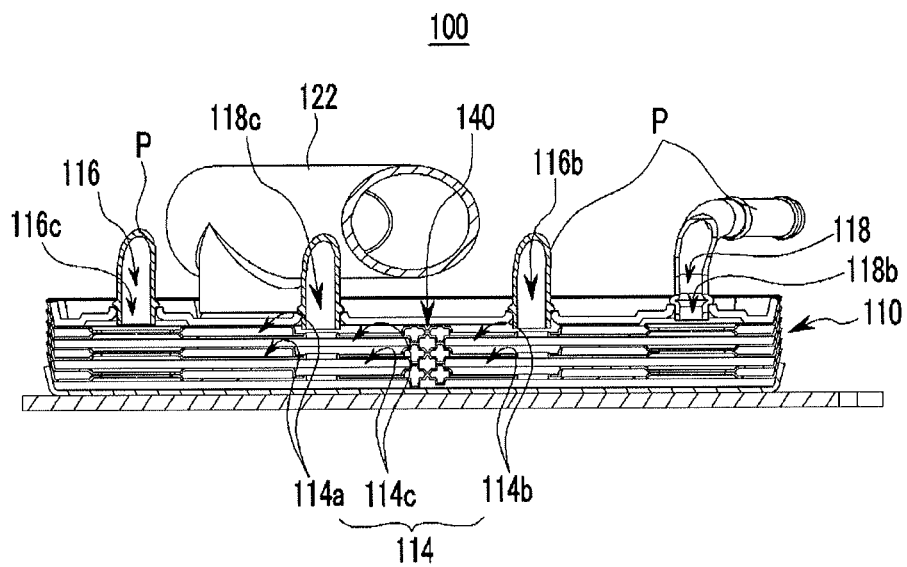


FIG.5

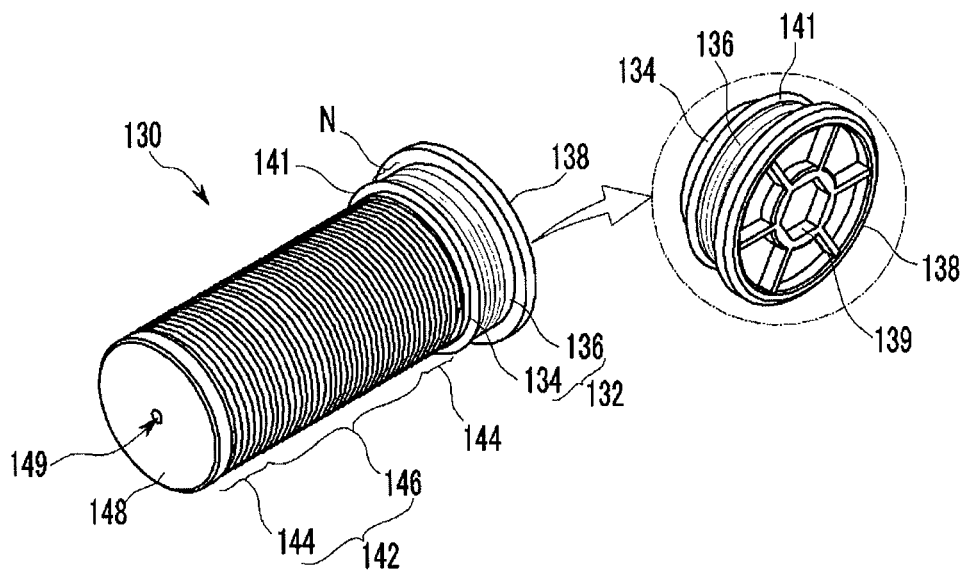


FIG. 6

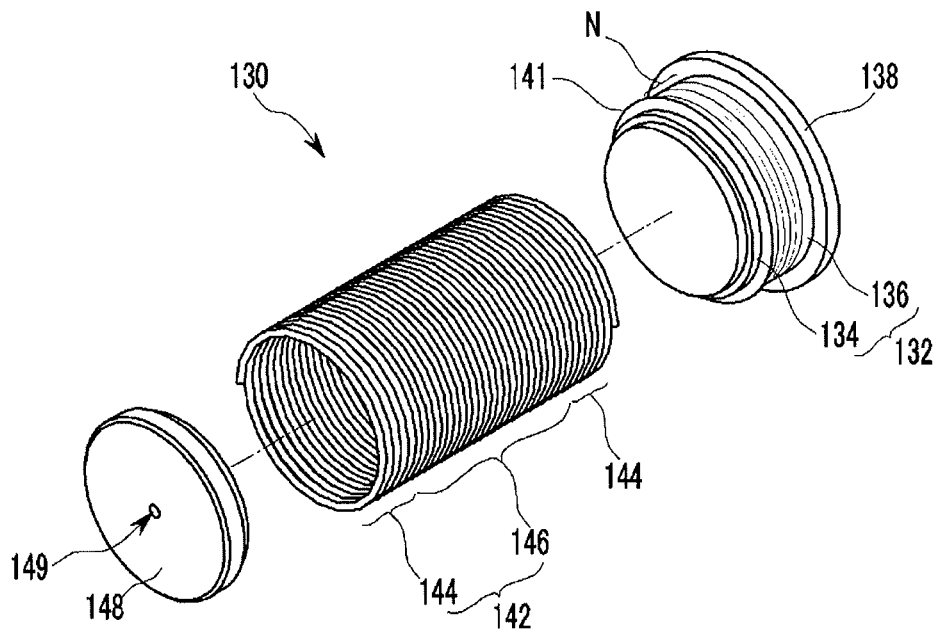


FIG. 7

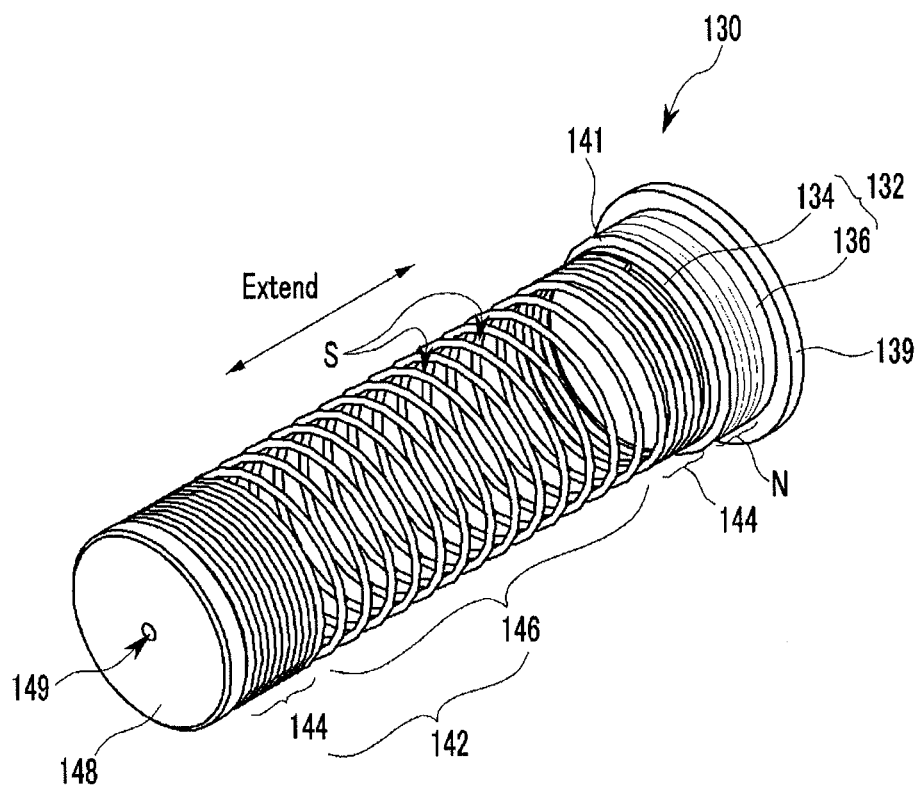


FIG. 8

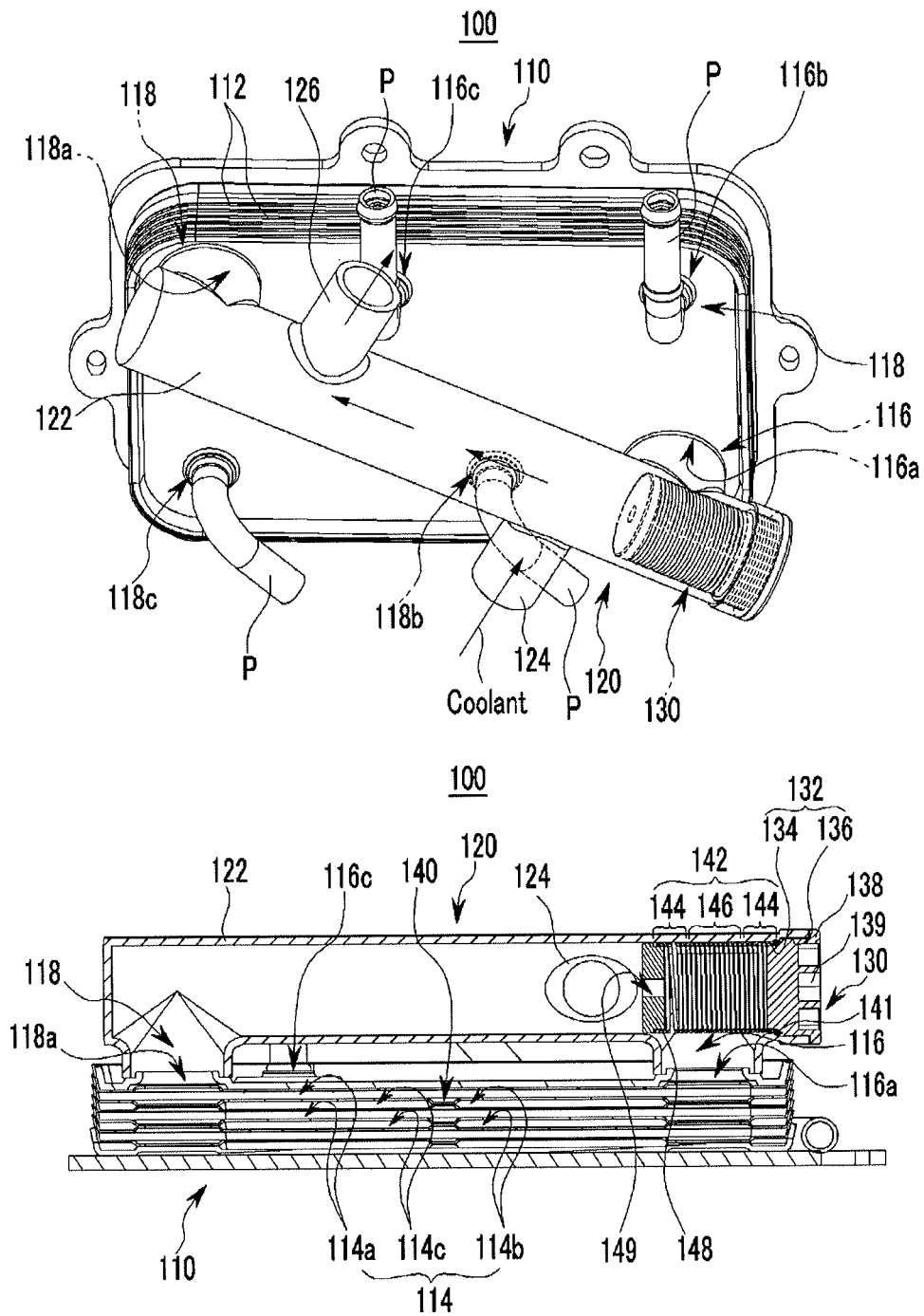


FIG. 9

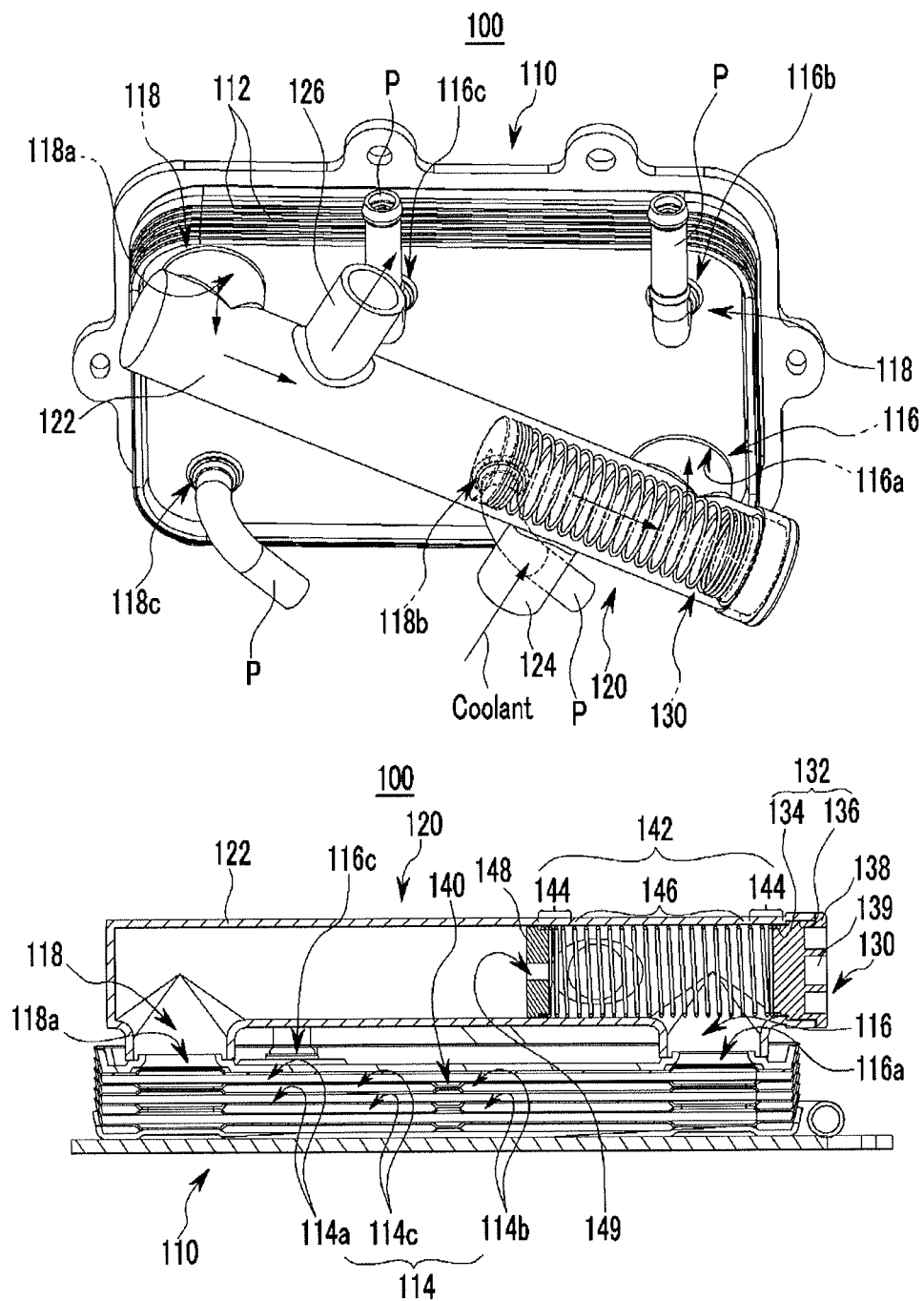
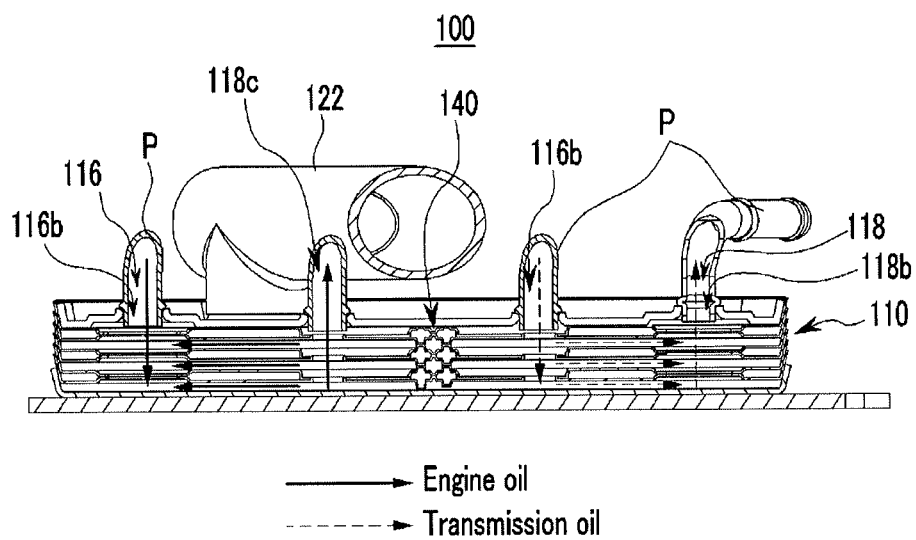


FIG.10



HEAT EXCHANGER FOR VEHICLE**CROSS-REFERENCE TO RELATED APPLICATION**

The present application claims priority to Korean Patent Application No. 10-2011-0122440 filed in the Korean Intellectual Property Office on Nov. 22, 2011, the entire contents of which is incorporated herein for all purposes by this reference.

BACKGROUND OF THE INVENTION**1. Field of the Invention**

The present invention relates to a heat exchanger for a vehicle. More particularly, the present invention relates to a heat exchanger for a vehicle which can control temperatures of operating fluids which flows in the heat exchanger.

2. Description of Related Art

Generally, a heat exchanger transfers heat from high-temperature fluid to low-temperature fluid through a heat transfer surface, and is used in a heater, a cooler, an evaporator, and a condenser.

Such a heat exchanger reuses heat energy or controls a temperature of an operating fluid flowing therein for demanded performance. The heat exchanger is applied to an air conditioning system or a transmission oil cooler of a vehicle, and is mounted at an engine compartment.

Since the heat exchanger is hard to be mounted at the engine compartment with restricted space, studies for the heat exchanger with smaller size, lighter weight, and higher efficiency have been developed.

A conventional heat exchanger controls the temperatures of the operating fluids according to a condition of a vehicle and supplies the operating fluids to an engine, a transmission, or an air conditioning system. For this purpose, bifurcation circuits and valves are mounted on each hydraulic line through which the operating fluids operated as heating medium or cooling medium passes. Therefore, constituent elements and assembling processes increase and layout is complicated.

If additional bifurcation circuits and valves are not used, heat exchanging efficiency cannot be controlled according to flow amount of the operating fluid. Therefore, the temperature of the operating fluid cannot be controlled efficiently.

The information disclosed in this Background of the Invention section is only for enhancement of understanding of the general background of the invention and should not be taken as an acknowledgement or any form of suggestion that this information forms the prior art already known to a person skilled in the art.

BRIEF SUMMARY

Various aspects of the present invention are directed to providing a heat exchanger for a vehicle having advantages of simultaneously warming up and cooling operating fluids according to temperatures of the operating fluids at a running state or an initial starting condition of the vehicle when the operating fluids are heat exchanged with each other in the heat exchanger.

Various aspects of the present invention are directed to providing a heat exchanger for a vehicle having further advantages of improving fuel economy and heating performance by separating a connecting line through with operating fluids fluid into two sections, flowing and circulating different operating fluids through the two sections, and controlling

temperatures of operating fluids according to condition of the vehicle, and of reducing assembling processes by simplifying a structure of the heat exchanger.

In an aspect of the present invention, a heat exchanger for a vehicle may include a heat radiating portion provided with a first connecting line and second and third connecting lines formed alternately by stacking a plurality of plates, and receiving first, second, and third operating fluids respectively into the first, second, and third connecting lines, the first, second, and third operating fluids heat-exchanging with each other during passing through the first, second, and third connecting lines respectively and the first, second, and third operating fluids supplying into the first, second, and third connecting lines not being mixed with each other and being circulated; and a bifurcating portion connecting one of inflow holes formed to the heat radiating portion for flowing one operating fluid of the first, second, and third operating fluids with one of exhaust holes formed to the heat radiating portion for exhausting the one operating fluid, wherein the bifurcating portion is mounted at an exterior of the heat radiating portion, and wherein the bifurcating portion bypasses the one operating fluid from the heat radiating portion according to a temperature of the one operating fluid.

The inflow holes include first, second and third inflow holes and the exhaust holes include first, second and third exhaust holes, and the first operating fluid flows into the heat radiating portion through the first inflow hole and flows out from the heat radiating portion through the first exhaust hole, and the first inflow hole is connected to the first exhaust hole through the first connecting line, wherein the second operating fluid flows into the heat radiating portion through the second inflow hole and flows out from the heat radiating portion through the second exhaust hole, and the second inflow hole is connected to the second exhaust hole through the second connecting line, wherein the third operating fluid flows into the heat radiating portion through the third inflow hole and flows out from the heat radiating portion through the third exhaust hole, and the third inflow hole is connected to the third exhaust hole through the third connecting line, wherein the first, second, and third inflow holes are formed at both sides of a surface of the heat radiating portion along a length direction, and wherein the first, second, and third exhaust holes are distanced from the first, second, and third inflow holes and are formed at the both sides of the surface of the heat radiating portion along the length direction.

The first inflow hole and the first exhaust hole are formed at corner portions of the surface of the heat radiating portion facing diagonally with each other.

The second inflow hole and the second exhaust hole are formed on an oblique line at a side portion of the surface of the heat radiating portion where the first inflow hole is formed, and the oblique line connecting the second inflow hole and the second exhaust hole crosses a line connecting the first inflow hole and the first exhaust hole.

The third inflow hole and the third exhaust hole are formed on an oblique line at the other side portion of the surface of the heat radiating portion where the first exhaust hole is formed, and the oblique line connecting the third inflow hole and the third exhaust hole crosses a line connecting the first inflow hole and the first exhaust hole.

The bifurcating portion includes: a connecting pipe connecting the first inflow hole with the first exhaust hole at the exterior of the heat radiating portion and having an inflow port formed at a position close to the first inflow hole and an exhaust port confronting the inflow port and formed at a position close to the first exhaust hole; and a valve unit mounted at one end portion of the connecting pipe between

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the first inflow hole and the inflow port, wherein the valve unit extends or contracts according to the temperature of the one operating fluid such that the one operating fluid flowing in through the inflow port flows directly to the exhaust port or flows into the heat radiating portion.

The valve unit includes: a mounting cap fixedly mounted to the one end portion of the connecting pipe; and a deformable member having one end portion connected to the mounting cap inserted in the connecting pipe, wherein the deformable member extends or contracts according to the temperature of the one operating fluid.

The one operating fluid is a transmission oil flowing from an automatic transmission.

The deformable member is made from shape memory alloy adapted to extend or contract according to the temperature of one operating fluid.

The deformable member is formed by overlapping and contacting a plurality of ring members with each other in a coil spring shape.

The deformable member includes: a pair of fixed portions positioned at both distal sides thereof in a length direction and adapted not to being deformed according to the temperature; and a deformable portion disposed between the pair of fixed portions and extending or contracting according to the temperature of the one operating fluid.

The mounting cap includes: an inserting portion having one end portion inserted in and fixed to the deformable member; and a mounting portion having one end integrally connected to the other end of the inserting portion, and mounted at an interior circumference of the connecting pipe.

A screw is formed at an exterior circumference of the mounting portion so as to be threaded to the interior circumference of the connecting pipe.

A blocking portion for being blocked by an end portion of the connecting pipe is integrally formed with the other end of the mounting portion.

A tool hole is formed at an interior circumference of the blocking portion.

The heat exchanger may further include a sealing for preventing the one operating fluid from leaking from the connecting pipe, wherein the sealing is mounted between the mounting portion and the inserting portion.

The heat exchanger may further include an end cap mounted at the other end of the deformable member.

The end cap is provided with a penetration hole for coping with a pressure changing according to flowing amount of the one operating fluid flowing in through the inflow port and flowing the one operating fluid in the deformable member so as to improve temperature responsiveness of the deformable member.

The first operating fluid is a coolant flowing from a radiator, the second operating fluid is a transmission oil flowing from an automatic transmission, and the third operating fluid is an engine oil flowing from an engine.

The coolant circulates through the first inflow hole, the first connecting line, and the first exhaust hole, the transmission oil circulates through the second inflow hole, the second connecting line, and the second exhaust hole, and the engine oil circulates through the third inflow hole, the third connecting line, and the third exhaust hole, and wherein the second and third connecting lines alternately formed with the first connecting line are separated by a rib.

The rib is formed at a middle portion of the heat radiating portion in the length direction so as to prevent the transmission oil and the engine oil flowing respectively through the second connecting line and the third connecting line from being mixed with each other.

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The heat radiating portion causes the first operating fluid to exchange heat with the second and third operating fluids by counterflow of the first operating fluid and the second and third operating fluids.

The heat radiating portion is a heat radiating portion of plate type where a plurality of plates is stacked.

The methods and apparatuses of the present invention have other features and advantages which will be apparent from or are set forth in more detail in the accompanying drawings, which are incorporated herein, and the following Detailed Description, which together serve to explain certain principles of the present invention.

BRIEF DESCRIPTION OF THE DRAWINGS

FIG. 1 is a schematic diagram of a cooling system of an automatic transmission to which a heat exchanger for a vehicle according to an exemplary embodiment of the present invention is applied.

FIG. 2 is a perspective view of a heat exchanger for a vehicle according to an exemplary embodiment of the present invention.

FIG. 3 is a cross-sectional view taken along the line A-A in FIG. 2.

FIG. 4 is a cross-sectional view taken along the line B-B in FIG. 2.

FIG. 5 is a perspective view of a valve unit used in a heat exchanger for a vehicle according to an exemplary embodiment of the present invention.

FIG. 6 is an exploded perspective view of a valve unit according to an exemplary embodiment of the present invention.

FIG. 7 is a perspective view of a valve unit at an extended state according to an exemplary embodiment of the present invention.

FIG. 8 to FIG. 10 are perspective and cross-sectional views for describing operation of a heat exchanger for a vehicle according to an exemplary embodiment of the present invention.

It should be understood that the appended drawings are not necessarily to scale, presenting a somewhat simplified representation of various features illustrative of the basic principles of the invention. The specific design features of the present invention as disclosed herein, including, for example, specific dimensions, orientations, locations, and shapes will be determined in part by the particular intended application and use environment.

In the figures, reference numbers refer to the same or equivalent parts of the present invention throughout the several figures of the drawing.

DETAILED DESCRIPTION

Reference will now be made in detail to various embodiments of the present invention(s), examples of which are illustrated in the accompanying drawings and described below. While the invention(s) will be described in conjunction with exemplary embodiments, it will be understood that the present description is not intended to limit the invention(s) to those exemplary embodiments. On the contrary, the invention(s) is/are intended to cover not only the exemplary embodiments, but also various alternatives, modifications, equivalents and other embodiments, which may be included within the spirit and scope of the invention as defined by the appended claims.

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An exemplary embodiment of the present invention will hereinafter be described in detail with reference to the accompanying drawings.

Exemplary embodiments described in this specification and drawings are just exemplary embodiments of the present invention. It is to be understood that there can be various modifications and equivalents included in the spirit of the present invention at the filing of this application.

FIG. 1 is a schematic diagram of a cooling system of an automatic transmission to which a heat exchanger for a vehicle according to an exemplary embodiment of the present invention is applied, FIG. 2 is a perspective view of a heat exchanger for a vehicle according to an exemplary embodiment of the present invention, FIG. 3 is a cross-sectional view taken along the line A-A in FIG. 2, FIG. 4 is a cross-sectional view taken along the line B-B in FIG. 2, FIG. 5 is a perspective view of a valve unit used in a heat exchanger for a vehicle according to an exemplary embodiment of the present invention, and FIG. 6 is an exploded perspective view of a valve unit according to an exemplary embodiment of the present invention.

Referring to the drawings, a heat exchanger 100 for a vehicle according to an exemplary embodiment of the present invention applies to a cooling system of an automatic transmission for a vehicle.

The cooling system of the automatic transmission, as shown in FIG. 1, is provided with a cooling line C.L. for cooling an engine 50. A coolant passes through the radiator 20 having a cooling fan 21 through a water pump 10 and is cooled by the radiator 20. A heater core 30 connected to a heating system of the vehicle is mounted at the cooling line C.L.

A heat exchanger 100 for a vehicle according to an exemplary embodiment of the present invention warms up or cools operating fluids according to temperatures of the operating fluids flowing in at a running state or an initial starting condition of the vehicle when the temperatures of the operating fluids are controlled in the heat exchanger 100 through heat exchange.

For this purpose, the heat exchanger 100 for a vehicle according to an exemplary embodiment of the present invention is disposed between the water pump 10 and the heater core 30, and is connected to an automatic transmission 40 and the engine 50 through first and second oil lines O.L1 and O.L2.

That is, the operating fluids includes a coolant flowing from the radiator 20, a transmission oil flowing from the automatic transmission 40, and an engine oil flowing from the engine 50 according to the present exemplary embodiment. The heat exchanger 100 causes transmission oil and the engine oil to exchange heat with the coolant such that temperatures of the transmission oil and the engine oil are controlled.

The heat exchanger 100, as shown in FIG. 2, includes a heat radiating portion 110 and a bifurcating portion 120, and the heat radiating portion 110 and the bifurcating portion 120 will be described in detail.

The heat radiating portion 110 is formed by stacking a plurality of plates 112, and a plurality of connecting lines 114 is foamed between the neighboring plates 112. In addition, the coolant flows through one of the neighboring three connecting lines 114, the transmission oil flows through another of the neighboring three connecting lines 114, and the engine oil flows through the other of the neighboring three connecting lines 114. At this time, the coolant exchanges heat with the transmission oil and the engine oil.

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In addition, the operating fluid supplied to the connecting line 114 is not mixed with the operating fluid supplied to other connecting line 114s.

Herein, the heat radiating portion 110 causes the coolant to exchange heat with the transmission oil and the engine oil by counterflow of the coolant and the transmission and engine oils.

The heat radiating portion 110 is a heat radiating portion of plate type (or disk type) where the plurality of plates 112 is stacked.

In addition, the bifurcating portion 120 connects one of inflow holes 116 for flowing the operating fluids into the heat radiating portion 110 with one of exhaust holes 118 for discharging the operating fluids from the heat radiating portion 110, and is mounted at an exterior of the heat radiating portion 110. The bifurcating portion 120 is configured for the operating fluid to bypass the heat radiating portion 110 according to the temperature of the operating fluid.

The inflow holes 116 includes first, second, and third inflow holes 116a, 116b, and 116c formed at both sides of a surface of the heat radiating portion 110 along a length direction according to the present exemplary embodiment.

In addition, the exhaust holes 118 includes first, second, and third exhaust holes 118a, 118b, and 118c formed at the both sides of the surface of the heat radiating portion 110 along the length direction. The first, second, and third exhaust holes 118a, 118b, and 118c correspond to the first, second, and third inflow holes 116a, 116b, and 116c and are distanced from the first, second, and third inflow holes 116a, 116b, and 116c. The first, second, and third exhaust holes 118a, 118b, and 118c are connected respectively to the first, second, and third inflow holes 116a, 116b, and 116c through the respective connecting line 114 in the heat radiating portion 110.

The first inflow hole 116a and the first exhaust hole 118a are formed at corner portions of the surface of the heat radiating portion 110 diagonally.

In the present embodiment, the second inflow hole 116b and the second exhaust hole 118b are formed on an oblique line at a side portion of the surface of the heat radiating portion 110 where the first inflow hole 116a is formed, and the oblique line connecting the second inflow hole 116b and the second exhaust hole 118b crosses a line connecting the first inflow hole 116a and the first exhaust hole 118a.

In addition, the third inflow hole 116c and the third exhaust hole 118c are formed on an oblique line at the other side portion of the surface of the heat radiating portion 110 where the first exhaust hole 118a is formed, and the oblique line connecting the third inflow hole 116c and the third exhaust hole 118c crosses the line connecting the first inflow hole 116a and the first exhaust hole 118a.

The bifurcating portion 120 includes a connecting pipe 122 and a valve unit 130, and the connecting pipe 122 and the valve unit 130 will be described in detail.

The connecting pipe 122 connects the first inflow hole 116a with the first exhaust hole 118a at the exterior of the heat radiating portion 110, and has an inflow port 124 formed at a position close to the first inflow hole 116a and an exhaust port 126 confronting the inflow port 124 and formed at a position close to the first exhaust hole 118a.

In addition, the valve unit 130 is mounted at an end portion of the connecting pipe 122 corresponding to the first inflow hole 116a, and extends or contracts according to the temperature of the operating fluid.

Accordingly, the valve unit 130 flows the operating fluid flowing therein through the inflow port 124 directly to the exhaust port 126 without passing through the heat radiating portion 110 or passes the operating fluid through the heat

radiating portion **110** by flowing the operating fluid into the first inflow hole **116a** and then exhausting the operating fluid from the heat radiating portion **110** through the first exhaust hole **118a**.

The coolant flowing through the inflow port **124** bypasses the heat radiating portion **110** to the exhaust port **126** through the connecting pipe **122** or circulates through the first inflow hole **116a** the heat radiating portion **110** and the first exhaust hole **118a** according to selective operation of the valve unit **130**.

In addition, the transmission oil circulates through the second inflow hole **116b** and the second exhaust hole **118b**, and the engine oil circulates through the third inflow hole **116c** and the third exhaust hole **118c**.

Connecting ports **P** are mounted respectively at the second and third inflow holes **116b** and **116c** and the second and third exhaust holes **118b** and **118c**, and are connected to the automatic transmission **40** and the engine **50** through connecting hoses connected to the connecting ports **P**.

In addition, the inflow port **124** and the exhaust port **126** are connected to the radiator **20** through additional connecting hoses.

In the present exemplary embodiment, the connecting line **114**, as shown in FIG. **3** and FIG. **4**, includes first, second, and third connecting lines **114a**, **114b**, and **114c**, and will be described in detail.

The first connecting line **114a** is adapted to flow the coolant flowing into the heat radiating portion **110** through the first inflow hole **116a**.

The second connecting line **114b** and the third connecting line **114c** are formed alternately with the first connecting line **114a**, and are separated by a rib **140**.

Herein, the rib **140** prevents the transmission oil and the engine oil flowing respectively through the second connecting line **114b** and the third connecting line **114c** from being mixed with each other. The rib **140** is formed at a middle portion of the heat radiating portion **110** in the length direction.

That is, the rib **140** is formed at the middle portion of the plurality of plates **112** stacked with each other in the length direction, and separates the connecting lines formed across the first connecting line **114a** into the second and third connecting lines **114b** and **114c**.

Therefore, the transmission oil supplied through the second inflow hole **116b** flows through the second connecting line **114b**, and the engine oil supplied through the third inflow hole **116c** flows through the third connecting line **114c**.

The valve unit **130**, as shown in FIG. **5** and FIG. **6**, includes a mounting cap **132** and a deformable member **142**, and the mounting cap **132** and the deformable member **142** will be described in detail.

The mounting cap **132** is fixedly mounted at an end of the connecting pipe **122** close to the connecting port **P**.

The mounting cap **132** includes an inserting portion **134** having an end portion fitted in the deformable member **142**, and a mounting portion **136** integrally connected to the other end of the inserting portion **134** and mounted at an interior circumference of the connecting pipe **122**.

According to the present exemplary embodiment, a screw **N** is formed at an exterior circumference of the mounting portion **136** such that the mounting portion **136** is threaded to an interior circumference of the connecting pipe **122**, and tab forming is performed at the interior circumference of the connecting pipe **122** corresponding to the screw **N**.

In addition, an end of the mounting portion **136** is connected to the inserting portion **134**, and a blocking portion **138** is integrally formed at the other end of the mounting

portion **136**. The blocking portion **138** is blocked by the end portion of the connecting pipe **122** such that it is prevented the mounting portion **136** from being inserted further in the connecting pipe **122**.

A tool hole **139** in which a tool is inserted is formed at an interior circumference of the blocking portion **138**. After the tool is inserted in the tool hole **139**, the mounting cap **132** is rotated such that the mounting portion **136** is threaded to the connecting pipe **122**.

According to the present exemplary embodiment, a sealing **141** is mounted between the mounting portion **136** and the inserting portion **134**. The sealing **141** prevents the operating fluid flowing into the connecting pipe **122** from being leaked from the connecting pipe **122**.

That is, the sealing **141** seals a gap between the interior circumference of the connecting pipe **122** and the exterior circumference of the mounting portion **136** such that the operating fluid is prevented from being leaked along the screw **N** of the mounting portion **136** threaded to the connecting pipe **122**.

The deformable member **142** has an end portion connected to the mounting cap **132** inserted in the connecting pipe **122**, and extends or contracts according to the temperature of the operating fluid.

The deformable member **142** can be made from shape memory alloy that can extend or contract according to the temperature of the operating fluid.

The shape memory alloy (SMA) is alloy that remembers a shape at a predetermined temperature. The shape of the shape memory alloy can be changed at a different temperature from the predetermined temperature. If the shape memory alloy, however, is cooled or heated to the predetermined temperature, the shape memory alloy returns to an original shape.

The deformable member **142** made from the shape memory alloy material includes a pair of fixed portions **144** and a deformable portion **146**, and the fixed portion **144** and the deformable portion **146** will be described in detail.

The pair of fixed portions **144** is positioned at both end portions of the deformable member **144** in a length direction, and a shape of the fixed portion does not change according to the temperature.

The mounting cap **132** is connected to one fixed portion **144**. The mounting cap **132** is fixed to the deformable member **142** by fitting the inserting portion **134** in an interior circumference of the fixed portion **144**.

The deformable portion **146** is positioned between the fixed portions **144**, and extends or contracts according to the temperature of the operating fluid.

The deformable member **142** has a shape similar to that of a circular coil spring.

According to the present exemplary embodiment, the other fixed portion **144** is slidably inserted in the connecting pipe **122**, and an end cap **148** is mounted at the other fixed portion **144**.

At a state where the deformable member **142** of the valve unit **130** extends, the end cap **148** makes the coolant flowing through the inflow port **124** not bypass the heat radiating portion **110**. That is, the coolant is discharged to the exhaust port **126** through the first exhaust hole **118a** after passing through the first connecting line **114a**.

A penetration hole **149** is formed at the end cap **148**. The coolant bypasses to the deformable member **142** through the penetration hole **149**. The penetration hole **149** copes with a pressure changing according to flowing amount of the operating fluid flowing in through the inflow port **124** and improves temperature responsiveness of the deformable member **142**.

That is, the penetration hole **149** prevents the deformable member **142** from being damaged by the pressure of the operating fluid and flows the operating fluid into the deformable member **142** such that the deformable member **142** responds to temperature change of the operating fluid quickly.

If the operating fluid having a higher temperature than the predetermined temperature flows in the valve unit **130**, the deformable portion **146** of the deformable member **142** extends, as shown in FIG. 7.

Accordingly, ring members forming the deformable portion **146** of the deformable member **142** are distanced from each other so as to form a space S, and the operating fluid flows in through the space S.

At this time, ring members forming the fixed portion **144** are fixed to each other by welding, and the fixed portion **144** does not extend.

If the operating fluid having a lower temperature than the predetermined temperature flows into the connecting pipe **122**, on the contrary, the deformable portion **146** contracts to an original shape shown in FIG. 5 and the space S is closed.

Operation and function of the heat exchanger **100** according to an exemplary embodiment of the present invention will be described in detail.

FIG. 8 to FIG. 10 are perspective and cross-sectional views for describing operation of a heat exchanger for a vehicle according to an exemplary embodiment of the present invention.

If the temperature of the coolant flowing into the connecting pipe **122** through the inflow port **124** is lower than the predetermined temperature, the deformable member **142** of the valve unit **130** does not deform and maintains an original shape as shown in FIG. 8.

The coolant does not flow into the first connecting line **114a** through the first inflow hole **116a** of the heat radiating portion **110**, but flows to the exhaust port **126** along the connecting pipe **122** and is discharged through the exhaust port **126**.

Accordingly, the coolant does not flow into the first connecting line **114a** of the heat radiating portion **110**.

Then, the transmission oil and the engine oil flows through the second and third inflow holes **116b** and **116c** and passes through the second and third connecting lines **114b** and **114c** of the heat radiating portion **110**. Since the coolant, however, does not flow into the first connecting line **114a**, the coolant does not exchange heat with the transmission oil and the engine oil.

If the transmission oil and the engine oil should be warmed up according to a condition or a mode of the vehicle such as a running state, an idle mode, or an initial starting, the connecting pipe **122** prevents the coolant of low temperature from flowing into the first connecting line **114a**. Therefore, it is prevented that the temperatures of the transmission oil and the engine oil are lowered through heat exchange with the coolant.

Since the transmission oil and the engine oil are supplied to the automatic transmission **40** and the engine **50** in a state of being warmed up, heating performance of the vehicle may be improved.

If the temperature of the coolant, on the contrary, is higher than the predetermined temperature, the deformable member **142** of the valve unit **130** extends and the space S is formed between the ring members forming the deformable portion **146** as shown in FIG. 9.

The coolant passing through the inflow port **124** flows into the first inflow hole **116a** through the space S and passes through the first connecting line **114a** of the heat radiating

portion **110**. After that, the coolant is discharged to the connecting pipe **122** through the first exhaust hole **118a**.

The coolant discharged to the connecting pipe **122** flows to the radiator **20** through the exhaust port **126** of the connecting pipe **122**.

Therefore, the coolant passes through the first connecting line **114a** of the heat radiating portion **110**.

Therefore, the transmission oil and the engine oil supplied from the automatic transmission **40** and the engine **50** through the second inflow hole **116b** and the third inflow hole **116c** and passing through the second and third connecting lines **114b** and **114c** exchange heat with the coolant passing through the first connecting line **114a**. Therefore, the temperatures of the coolant, the transmission oil, and the engine oil are controlled in the heat radiating portion **110**.

Herein, the transmission oil and the engine oil, as shown in FIG. 10, are supplied respectively through the second inflow hole **116b** and the third inflow hole **116c**, and passes respectively through the second and third connecting lines **114b** and **114c** separated by the rib **140** in the heat radiating portion **110**. After that, the transmission oil and the engine oil are supplied to the automatic transmission **40** and the engine **50** through the second exhaust hole **118b** and the third exhaust hole **118c**.

At this time, the coolant and the transmission oil flow to opposite directions and exchange heat with each other.

In addition, the coolant and the engine oil flow to opposite directions and exchange heat with each other.

Therefore, the transmission oil and the engine oil exchange heat with the coolant more efficiently.

Therefore, the transmission oil and the engine oil, the temperatures of which are raised by operation of a torque converter and the engine **50**, are cooled through heat exchange with the coolant in the heat radiating portion **110** and are then supplied to the automatic transmission **40** and the engine **50**.

That is, since the heat exchanger **100** supplies the cooled transmission oil and the cooled engine oil to the automatic transmission **40** rotating with a high speed and the engine **50**, occurrence of slip in the automatic transmission **40** and occurrence of knocking and rancidity in the engine **50** are prevented.

In addition, the engine oil and the transmission oil are heated through heat exchange with the coolant heated faster in the heat radiating portion **110** when the vehicle runs with middle/high speed after being started. After that, the transmission oil and the engine oil are supplied to the automatic transmission **40** and the engine **50**. Therefore, friction loss in the automatic transmission **40** and the engine **50** may be lowered and fuel economy may be improved.

The end cap **148** prevents the coolant flowing in through the inflow port **124** at an extended state of the deformable member **142** from being exhausted directly to the exhaust port **126** and exhausts very small amount of the coolant through the penetration hole **149**. Therefore, it is prevented that the deformable member **142** is damaged by the pressure of the coolant.

If the heat exchanger **100** according to an exemplary embodiment of the present invention is applied, the operating fluids can be warmed up and cooled simultaneously by using the temperatures of the operating fluids at the running state or the initial starting condition of the vehicle. Therefore, the temperatures of the operating fluids can be controlled efficiently.

In addition, since the deformable member **142** is made from the shape memory alloy, structure of the valve unit **130** is very simple. Since the valve unit **130** performs conversion of the hydraulic lines of the operating fluid according to the

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temperature of the operating fluid, flow of the operating fluid can be controlled accurately. Therefore, constituent elements can be simplified and production cost may be curtailed. In addition, weight may be reduced.

In addition, responsiveness of the valve according to the temperature of the operating fluid may be improved.

Since the temperatures of the operating fluids can be controlled according to the condition of the vehicle, fuel economy and heating performance may be improved.

Since two operating fluids exchange heat with the coolant through one heat exchanger, structure and package may be simplified and assembling processes may be reduced.

Since additional bifurcation circuits are not needed, production cost may be curtailed, workability and utilization of space in a small engine compartment may be improved, and a layout of connecting hoses may be simplified.

If the operating fluid is the transmission oil in the automatic transmission 40, hydraulic friction at a cold starting may be lowered due to fast warm up. In addition, slip may be prevented and durability may be maintained at driving due to excellent cooling performance. Therefore, fuel economy and durability of the transmission may be improved.

Since the transmission oil and the engine oil are warmed up and cooled down by using the coolant, heat exchange efficiency, cooling performance, and heating performance may be improved compared with an air-cooled type heat exchanger.

It is exemplified in this specification that the coolant, the transmission oil, and the engine oil are used as the operating fluids, but the operating fluids are not limited to these. All the operating fluids that require warming up or cooling can be used.

In addition, the heat exchanger according to an exemplary embodiment may further include covers and brackets that prevent damage of the heat exchanger and other components or that are used for fixing the heat exchanger to other components or the engine compartment.

For convenience in explanation and accurate definition in the appended claims, the terms “upper”, “lower”, “inner” and “outer” are used to describe features of the exemplary embodiments with reference to the positions of such features as displayed in the figures.

The foregoing descriptions of specific exemplary embodiments of the present invention have been presented for purposes of illustration and description. They are not intended to be exhaustive or to limit the invention to the precise forms disclosed, and obviously many modifications and variations are possible in light of the above teachings. The exemplary embodiments were chosen and described in order to explain certain principles of the invention and their practical application, to thereby enable others skilled in the art to make and utilize various exemplary embodiments of the present invention, as well as various alternatives and modifications thereof. It is intended that the scope of the invention be defined by the Claims appended hereto and their equivalents.

What is claimed is:

1. A heat exchanger for a vehicle, comprising:

a heat exchanging portion provided with a first connecting line in a first layer and second connecting line and third connecting line in a second layer, the first and second layers formed alternately by stacking a plurality of plates, the heat exchanging portion being configured for receiving a first operating fluid into the first connecting line, second operating fluid into the second connecting line, and a third operating fluid into the third connecting line, wherein the second and a third operating fluids heat-exchange with the first operating fluid, while the

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first operating fluid flows into the first connecting line, the second operating fluid flows into the second connecting line, and the third operating fluid flows into the third connecting line and while the first, second, and third operating fluids are circulated without being mixed with each other; and

a bifurcating portion connecting one of inflow holes formed to the heat exchanging portion for flowing one operating fluid of the first, second, and third operating fluids with one of exhaust holes formed to the heat exchanging portion for exhausting the one operating fluid,

wherein the bifurcating portion is mounted at an exterior of the heat exchanging portion, and

wherein the bifurcating portion bypasses the one operating fluid from the heat exchanging portion according to a temperature of the one operating fluid,

wherein the inflow holes include first, second and third inflow holes and the exhaust hole includes first, second and third exhaust holes,

wherein the first operating fluid flows into the heat exchanging portion through the first inflow hole and flows out from the heat exchanging portion through the first exhaust hole, and the first inflow hole is connected to the first exhaust hole through the first connecting line, wherein the second operating fluid flows into the heat exchanging portion through the second inflow hole and flows out from the heat exchanging portion through the second exhaust hole, and the second inflow hole is connected to the second exhaust hole through the second connecting line,

wherein the third operating fluid flows into the heat exchanging portion through the third inflow hole and flows out from the heat exchanging portion through the third exhaust hole, and the third inflow hole is connected to the third exhaust hole through the third connecting line,

wherein the first, second, and third inflow holes are placed along a first lateral side or a second lateral side of a surface of the heat exchanging portion in a longitudinal direction of the heat exchanging portion,

wherein the first, second, and third exhaust holes are distanced from the first, second, and third inflow holes and are placed along the first and second lateral sides of the surface of the heat exchanging portion in the longitudinal direction of the heat exchanging portion,

wherein the bifurcating portion includes:

a connecting pipe connecting the first inflow hole with the first exhaust hole at the exterior of the heat exchanging portion and having an inflow port formed at a position close to the first inflow hole and an exhaust port oriented in an opposing direction to the inflow port and formed at a position close to the first exhaust hole; and

a valve unit mounted at one end portion of the connecting pipe between the first inflow hole and the inflow port, wherein the valve unit extends or contracts according to the temperature of the one operating fluid such that the one operating fluid flowing through the inflow port flows directly to the exhaust port or flows into the heat exchanging portion,

wherein the valve unit includes:

a mounting cap fixedly mounted to the one end portion of the connecting pipe; and

a deformable member inserted in the connecting pipe and having one end portion connected to the mounting cap, wherein the deformable member extends or

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contracts according to the temperature of the one operating fluid through continuous contact with the one operating fluid flowing through the inflow port, and

wherein the deformable member is formed by overlapping and contracting a plurality of ring members with each other in a coil spring shape,

wherein when temperature of the one operating fluid is a predetermined temperature or less, neighboring ring members of the deformable portion closely contact each other to block flow of the one operating fluid into the first inflow hole so that the one operating fluid bypasses to the exhaust port, and when the temperature of the one operating fluid is more than the predetermined temperature, the neighboring ring members of the deformable portion are distanced from each other so as to form a space through which the one operating fluid flows into the first inflow hole.

2. The heat exchanger of claim 1, wherein the first inflow hole and the first exhaust hole are formed at first two corner portions of the surface of the heat exchanging portion facing, wherein the first two corner portions are aligned in a first diagonal direction of the surface of the heat exchanging portion.

3. The heat exchanger of claim 2, wherein the second inflow hole and the second exhaust hole are placed on an oblique line connecting second two corner portions of the corner portions in a second diagonal direction of the heat exchanging portion, and the oblique line connecting the second inflow hole and the second exhaust hole crosses a line connecting the first inflow hole and the first exhaust hole.

4. The heat exchanger of claim 3, wherein the third inflow hole and the third exhaust hole are formed on an oblique line at another side portion of the surface of the heat-exchanging portion where the first exhaust hole is formed, and the oblique line connecting the third inflow hole and the third exhaust hole crosses a line connecting the first inflow hole and the first exhaust hole.

5. The heat exchanger of claim 1, wherein the one operating fluid is an engine coolant.

6. The heat exchanger of claim 1, wherein the deformable member is made from shape memory alloy adapted to extend or contract according to the temperature of one operating fluid.

7. The heat exchanger of claim 1, wherein the deformable member includes:

a pair of fixed portions positioned at both distal sides thereof in a length direction and adapted not to being deformed according to the temperature; and

a deformable portion disposed between the pair of fixed portions and extending or contracting according to the temperature of the one operating fluid.

8. The heat exchanger of claim 1, wherein the mounting cap includes:

an inserting portion having one end portion inserted in and fixed to the deformable member; and

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a mounting portion having one end integrally connected to the other end of the inserting portion, and mounted at an interior circumference of the connecting pipe.

9. The heat exchanger of claim 8, wherein a screw is formed at an exterior circumference of the mounting portion so as to be threaded to the interior circumference of the connecting pipe.

10. The heat exchanger of claim 8, wherein a blocking portion for being blocked by an end portion of the connecting pipe is integrally formed with the other end of the mounting portion.

11. The heat exchanger of claim 8, wherein a tool hole is formed at an interior circumference of the blocking portion.

12. The heat exchanger of claim 8, further including a sealing for preventing the one operating fluid from leaking from the connecting pipe,

wherein the sealing is mounted between the mounting portion and the inserting portion.

13. The heat exchanger of claim 1, further including an end cap mounted at the other end of the deformable member.

14. The heat exchanger of claim 13, wherein the end cap is provided with a penetration hole for coping with a pressure changing according to flowing amount of the one operating fluid flowing in through the inflow port and flowing the one operating fluid in the deformable member so as to improve temperature responsiveness of the deformable member.

15. The heat exchanger of claim 1, wherein the first operating fluid is a coolant flowing from a radiator, the second operating fluid is a transmission oil flowing from an automatic transmission, and the third operating fluid is an engine oil flowing from an engine.

16. The heat exchanger of claim 15, wherein the coolant circulates through the first inflow hole, the first connecting line, and the first exhaust hole, the transmission oil circulates through the second inflow hole, the second connecting line, and the second exhaust hole, and the engine oil circulates through the third inflow hole, the third connecting line, and the third exhaust hole, and

wherein the second and third connecting lines in the second layer alternately formed with the first connecting line in the first layer are separated by a rib.

17. The heat exchanger of claim 16, wherein the rib is formed at a middle portion of the heat radiating portion in the length direction so as to prevent the transmission oil and the engine oil flowing respectively through the second connecting line and the third connecting line from being mixed with each other.

18. The heat exchanger of claim 1, wherein the heat exchanging portion causes the first operating fluid to exchange heat with the second and third operating fluids by counterflow of the first operating fluid and the second and third operating fluids.

19. The heat exchanger of claim 1, wherein the heat exchanging portion is a heat exchanging portion of plate type where a plurality of plates is stacked.

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